



DEPARTMENT OF TRANSPORTATION
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20591

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A70-22

May 21, 1970

OFFICE OF
THE CHAIRMAN

Honorable John H. Shaffer
Administrator
Federal Aviation Administration
Washington, D. C. 20590

Dear Mr. Shaffer:

Within the past year at least 15 instances of main wing leading edge slat actuator failures have occurred in scheduled air carrier operation. This, in our opinion, constitutes a hazard to flight. The failures resulted in either the loss of the slat panel assembly or a total loss of System "A" hydraulic fluid. The failures were the result of fatigue of the actuator piston rods at the location where they attach to the piston assembly.

The airframe manufacturer and the component vendor issued service bulletins in October 1969 to modify these units. Since the time of issuance of the bulletins at least five additional failures have occurred. Due to this increased failure rate, the Safety Board recommends:

- (1) Rigging procedures for the installation of wing slats and slat actuators be reviewed on all air carriers.
- (2) Consideration be given to the issuance of an Airworthiness Directive, requiring the incorporation of the applicable service bulletins at the earliest time possible.

Our staff has been in contact with your Miami Office with regard to this problem. If you require any additional information, please contact our staff.

Sincerely yours,

John H. Reed
Chairman